

What's Up?

The Newsletter for Kitefliers

Number 88 July 2006



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New Zealand Kitefliers Association Inc.

Visit our website at: WWW.nzka.org.nz

What's Up?

A Newsletter for Kiteflyers

The Newsletter for Kitefliers

Welcome

Bruce and Glenda Thompson from Richmond who have renewed their membership after a spell away from the kiting fraternity.

What's Up

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Letters, articles, stories, or other
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NZKA, PO Box: 56,
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Wellington.
E-mail: archde@ihug.co.nz

Photographs

If you want copies of any of the
photographs of the Festival
featured in What's Up, prints can
be obtained from Richard
Wotton, for just \$12.00 per print.

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On the cover we feature a mosaic of photographs from inside articles.

My thanks go to Richard Wotton, Ray and Rosemary McCully, Anne and Peter Whitehead, Julie Adam, Perrin Melchior, Robert van Weers, Lorraine Watson, Peter Lynne, Jim Court and Sharon Russell, for their contributions.

What's Up Next...?

The 7th Annual Father's Day Kite Weekend

**Wanganui
Saturday, September 2**

**Ohakea Air Force Museum
Sunday, September 3**

For further information, contact

Richard Wotton

Email rwotton@xtra.co.nz or phone 06 343 2770

**Mark this weekend on your calendars, and enjoy
the first event of the 2006/7 kite season.**



The 2006 12th Annual Muriwai Moose Meet

2 days of hardcore kite buggy ,power kite and kite surfing action

Come prepared for wild west coast weather

When:

**Saturday & Sunday the 7th and
8th of October**

Tides:

Sat 7th low tide 4:25 pm 4WD's up beach at 1:00pm

Sun 8th low tide 5:10 pm drive back at 6:00pm

**(times have been adjusted for daylight savings that started
pervious sunday)**

Where:

**Muriwai Beach on the west coast
west of Auckland**

Accomodation:

Camping in the dunes ,make sure you bring everything you need to survive.

Contact:

**Perrin on 09 3580991
or 021 253 0453**

There is a more civilized camp site at Muriwai Beach. Call them on 09 411 9262 for details

May the Moose be with you

If you want to see some pics from the 2005 Moose Meet go to <http://www.kitebuggy.co.nz/>

<http://radio.weblogs.com/0128644/2005/10/09.html#a678>

Taupo Hobby Expo

It all started back in 1990 at the International Kite Festival organised by the late James White in Napier.

Amongst the many memorable items was a workshop held by Michael Alvarez of Perth, Western Australia. He was making dozens of little Eddy type kites of gift wrapping paper, tooth picks and "plastic bag ties." The Kites themselves were just 10 cm. tall. (see: "What's Up" Issue 23)

I have been making these ever since for fairs etc. and I was showing one to Warren Ellery of Taupo who was just back from visiting the annual Taupo Hobby Expo. His immediate reaction was "If we could tie one of these to a model rail engine and have it going around the track at speed, it would cause quite a stir"

Two years later, we held a stall at this Expo that attracts modellers and hobbyists from around the North Island. "Grizz" held pride of place, lifted up on the ropes that form part of the Climbing Wall

Equipment, and as many of our kites that would fit .

On tables, we had a video running of International Festivals (Thanks Ann Whitehead for lending these) , a cutting board, sewing machine etc with one person making simple Ghost Kites, and the Russells bridling a new quad kite.

Grizz was last seen in Taupo in February 2003 and yet many people remembered him in July 2006. He has quite an impact.

We did not sign up any new NZKA members but I consider that we created a lot of interest that we will follow up. Our entry for next years Expo is already in with the organisers!

We DID tie an Alvarez type kite to a model railway engine and it DID fly, and the engine driver was our own David Bowie, and he DID go too fast at one bend of the track with spectacular crashes.

My special thanks to Warren, Rosemary and Ray, Ian and Sharon at the Expo and Ann for lending us videos, banners and pictures.

Jim Court

Auckland Big Kids Kite Day

The St Joseph's Mercy Hospice organised a kite day to help raise funds and create awareness of the fundraising required by the hospice. The event was held on Sunday 21st May at Bastion Pt after being postponed from the 14th. It must have been beginners luck for the organisers as in amongst days of no wind or stormy weather we were greeted with mostly blue sky and a 15-25km wind off the sea.

McCully's were there with NZKA Grizz along with Perrin

Melchoir, Malcolm and Diana Hubbert, Charlie and Lorraine Watson and family and Jan Mason. A couple of former members also made themselves known.

The organisers were pleased with the display and were somewhat amazed that most people had attended because they saw the kites from the waterfront, houses, and a supermarket carpark up to 2 kilometres away. The excellent publicity of the event was a very

poor second reason for spectators attending.

St Joseph's were interested in repeating the event next year. I suggested that a March date would give better weather and flier attendance as for many of us it is a long way to come when the weather is generally not good for kites.

Ray McCully

Herzberg 2005

Historical Kite Meeting

100th Anniversary of the Lindenberg Observatory



Three Grund kites at Lindenberg

October 15, 2005 was the 100th anniversary of the Lindenberg Observatory in Herzberg, Germany. Herzberg is a quaint little farming town lined with cobblestone streets a couple of hours (by car) east of Berlin. To celebrate this auspicious operating observatory, Claudia Hammer-Schmidt and Werner Schmidt, of Germany, organized the Herzberg 2005 Historical Kite Meeting.

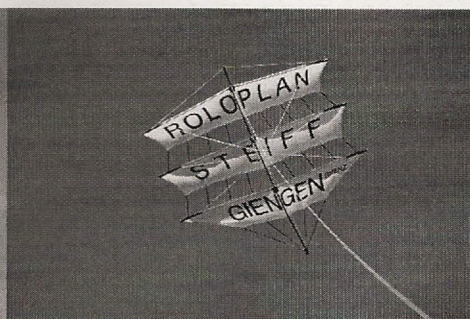
I was honoured to be among this group of like-minded kite flyers

who are passionate about their kite history. As everyone began arriving Friday afternoon (October 14), about forty-seven enthusiasts in all, it was clear that the topic and environment was tonic to this group. The vast majority of the participants were from Germany, but attendees also hailed from France, Belgium, the Netherlands, New Zealand (Peter Lynn), Great Britain and the USA.

Friday evening we had a nice, relaxing “meet and greet” meal

that gave everyone a chance to catch up on their hellos and to debate the current historical/educational trends. It was an invigorating evening for us history enthusiasts as we discussed the origin of kites, Ben Franklin’s kite flying experiment, and the Lindenberg Observatory’s records, among other topics.

Saturday morning started with a hearty German breakfast at 8:00am sharp. The group then took a fifteen-minute walk over



Left: Sonja and Henry Johns with their Schirmdrachen in front of the restored wind house.

Above: Roloplan 240-3

to the observatory and had a most extraordinary day.

The Lindenberg Observatory would be impressive at any period in history, but it had to really be magnificent when it opened 100 years ago in 1905. There were 50 scientists and support staff, an administration building, machine shop, balloon hangar, winch house and living quarters, all of which were heated in the winter and cooled in the summer. All this was made possible by virtue of a generous yearly budget from Kaiser Wilhelm II.

The Kaiser may have been the money and authority behind the creation of the observatory, but it was Dr Richard Assman who was the motivation, the passion and the force organizing the discipline of German meteorological research housed at the Grand Observatory.

Dr Assman (1845–1918) was a medical doctor who was fascinated by weather. Perhaps

this was because his medical practice was based on house calls and he was affected by weather every day. Dr Assman was so interested in meteorological research that he bought instruments and built his own weather station to conduct experiments. Thinking that the knowledge he possessed was inadequate and incomplete, he went to university in 1892 and received a PhD in meteorology. To entice Dr Assman to Lindenberg, the Kaiser built a beautiful mansion for him and his family on the grounds of the observatory.

When Dr Assman died in 1918 his daughter, Helene, tried to carry out her father's final wishes of being laid to rest at his beloved Lindenberg Observatory. But politics, rivalries and egos being what they were, the observatory director who succeeded Dr Assman in the position was not inclined to look favourably on this idea. Being a good, loyal daughter, as well as a

determined German, she was not easily deterred from her task, especially when that task was to honour her father's deathbed wish.

The delightful story I was told was that Helene went to visit at the observatory and stopped in to say hello to the new director. While in his office she asked for a glass of water. When the director stepped out to get her some water she quickly dragged a chair over to a spot above the door that had a false wall, moved it, and put her father's ashes (which had been in her purse) in the wall. She then put everything back in its place.

No one was the wiser for many years. Eventually, when a new director took over, Dr Assman's ashes were properly memorialized on the site of the Lindenberg Observatory with a fitting monument.

There was more than just a nice house at Lindenberg to entice Dr Assman to move his family and practice there. The Kaiser's initial investment was 500,000 marks for a 150 hectare area that

was to be the Lindenberg Observatory. Most of the other observatories around the world, even in the richest of countries, had average budgets of \$5000 per year. The Lindenberg Observatory had enough of a budget to do good scientific (kite) research, with good kites, good instruments and good people.

The kite-making building was stocked with cloth and wood until World War I, when aluminium use was refined and used for the kite frames. Lindenberg also had a large stationary winch that was in the Wind House. The winch was operated by hand originally, and later by steam, and by a 200V DC motor that had a dynamometer attached to it which measured the pull of the kite. A round meter attached to the dynamometer displayed the wire speed. It had two large wheels that operated the brakes. The massive weather kites of that time were flown on various-sized wire. This was not a very easy thing to do. Early meteorologists faced many challenges: how the wire was let out or retrieved, determining angle, making sure there were no kinks or spurs.

There also seemed to be an abundance of stories about how, from time to time, as these huge kites were being flown on anywhere from 3000 to 19,000 feet of wire, there would be problems and they would come down. When the scientists pulled on the kite wire, or there would be a gust and the kites

would self launch, they say sometimes farm animals would get caught up in the wire line. Can you just imagine looking up in the sky (remember this was during the early part of the 1900s) and all of a sudden seeing a flying sheep?

A wind house is really an amazing and useful piece of architecture. Wind houses were not uncommon at weather stations around the world. There was one at Blue Hill Observatory in Massachusetts during the same period. They are fabulous contraptions that every kiteflier would love to have. Wind houses are round, one-storey buildings, about the size of a garage. They are situated on a turntable-type base so they can be rotated toward the wind direction while keeping the winch and flyer inside and, in many cases, warm and dry.

Of the 12,012 total days from 1905 to 1938, weather experiments were conducted and meticulously recorded on 5000 of those days at the Lindenberg Observatory. Of the 5000 recorded days, 4000 of them were kite experiments and 1,000 were done with weather balloons. The kites were flown on 1mm steel wire, frequently exceeding altitudes of 3000m (9,843 feet) and occasionally rising above 7000m (19,684 feet).

Many of the impressive kites used as scientific instruments at Lindenberg were designed by Rudolf Grund. He began working at the Observatory as a 19-year-old and became the

chief kite designer and technician, holding many patents on his work from his time at Lindenberg. Like other working observatories around the world, the Lindenberg Observatory immediately saw the value of the Hargrave box kite, which was invented in Australia in 1893, for conducting meteorological research.

One of Grund's more interesting and complex designs and patents was a modified Hargrave box kite with the patent application of 1919 referring to Hargrave. Grund designed 'pull mitigation' for the large kites, a type of anti-pull device for high winds, which gave the kite a shock absorber. By using wire springs, the kite would change its angle of attack by changing position of the top and bottom cells of the kite.

These were enormous kites whose size started at 10 square meters and came in 16m², 25m², 32m², 42m² and even an incredible 70 square meters!

The introduction of radar, planes and satellites made going high-tech all the rage in the meteorological field. Airports were becoming the new home to weather research, and grand observatories like Lindenberg and research stations like Blue Hill faced many challenges, especially budget problems. Blue Hill, for instance, had the misfortune of being located near a growing city and developers eventually ate up much of their land.

Now, let's fast forward to more recent kite history, half a century later.

In 1988 Peter Whitehead, of New Zealand, was visiting his friend Jorge Kopek in West Germany. At that time Germany was still divided by that pesky wall. They had heard of a place in East Germany, east of Berlin: a big, old observatory that had been left untouched for many years due to a lack of resources. Rumour had it that there were historical kites there that, one day, scientists had abandoned, leaving their notebooks open and the kites they were working on still on the table.

On a whim, Peter and Jorge decided to try and drive there one afternoon. They bluffed their way through border checks without the proper papers and convinced East German guards to let them through. Impressively, they got through many obstacles and arrived at the Lindenberg Observatory. They found the kite building, which was indeed full of Grund kites and stacks of journals of meticulous records of kite weather experiments.

Due to years of neglect, types of materials originally used, unfavourable storage conditions, deterioration of materials and rodent infestation, the kites and records were damaged to various degrees.

Since finding this incredible resource treasure, German kite builder, historian, and author Werner Schmidt; has done an incredible job as curator of the Lindenberg kites. He has

restored a 32 square meter Grund kite to its original glory and it's now on display at the observatory. Werner had to replace the kite's skin material but was able to use the original framing and guide-wiring system to rebuild the kite.

In addition to repairing, rebuilding, and restoring the Grund kites from the Lindenberg Observatory, Werner and Claudia have done a remarkable job helping the working observatory catalogue and display the Grund kites in the main hangar. The entire observatory has had new life breathed into it and is now a working facility as a weather station as well as educational centre.

Claudia and Werner also did an outstanding job of putting this weekend together. We stayed at a charming historical and very comfortable inn in Herzberg that opened in 1790. It had a large room in the back of the main pub building that was perfect for our evening meals and meetings. Being across the street from a church with a tall spire (all European towns have at least one lovely church with a very tall spire), I imagined this to be the location used when the community gathered for wedding, funerals and all the social events that occur in between.

It was in this hall that we had the most delightful treat on Saturday evening. After dinner about 10 members of the Historical Kite Workshop group, who have been meeting and building beautiful historical reproductions for the

last five years or more, dressed in 1900 period clothing and put on a play about the history of weather observatory and kite history at that time. They covered several countries and then did a more in-depth detail about Lindenberg. Set as a group of men in a pub talking about weather kites of the time, this was full of many fascinating working weather kites of the day that were shown on a slide show off to the side that corresponded with the play.

The evening ended with a fun and successful Chinese auction that had been building over the weekend. The proceeds went to the Drachen Foundation to sponsor kite history grants.

Trying to change with the times and taking advantage of the growth in the tourist industry, our inn also owned a military tank and advertised tank rides. It had a full-colour glossy brochure, offering some suggestions of the perfect opportunity for tank rides. Birthday parties topped the list. After I was done chuckling, I thought, "I want to go for a tank ride!" Maybe I could get the chance to drive it.

A group of us decided that we would indeed go for a ride and when we went down after Sunday breakfast, we were informed that there were no tank rides on Sunday. Well, duh, of course no tank rides on Sunday!

Maybe next visit.

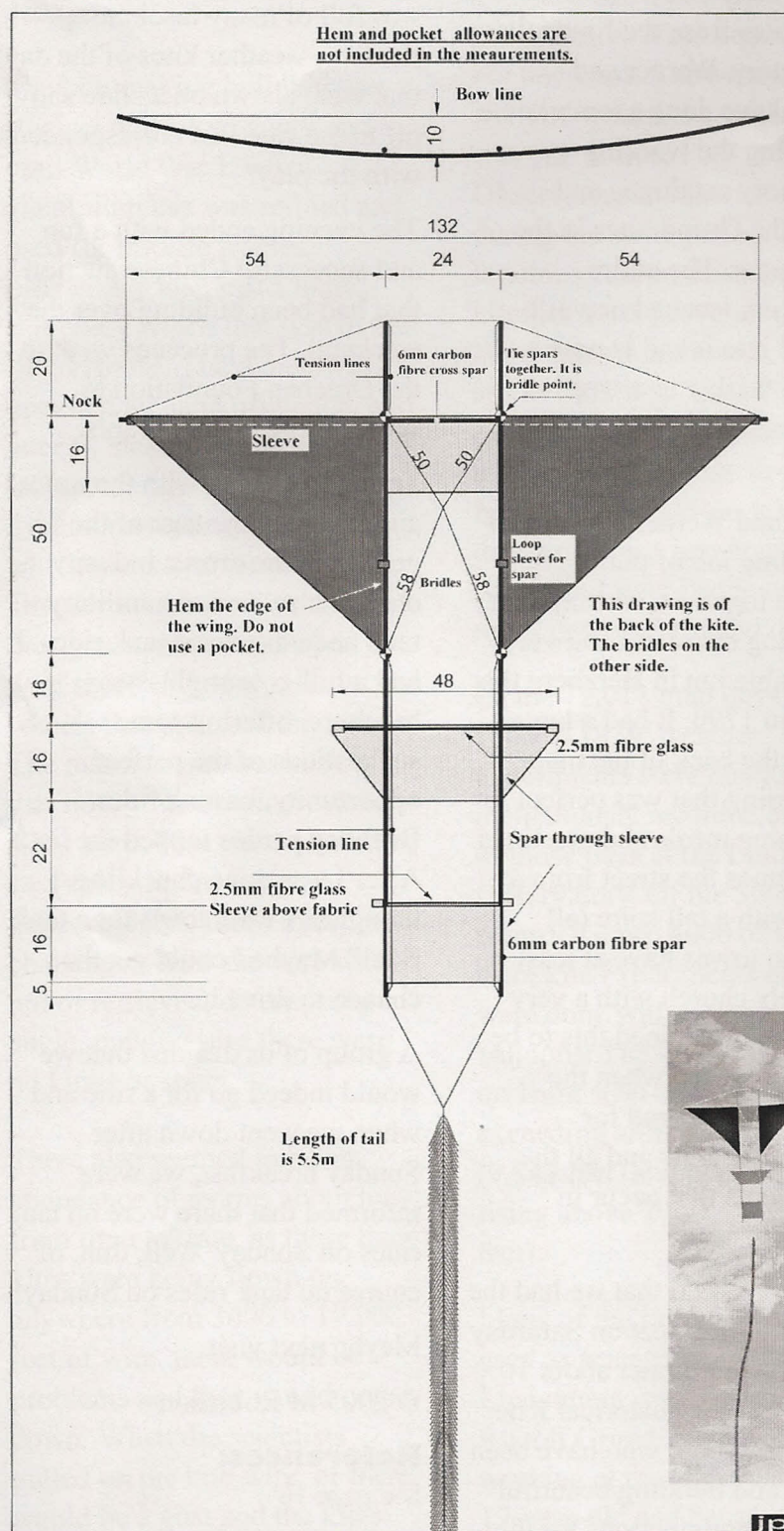
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References:

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Eminent Kite Plan

The eminent kite takes its name from its particular flying behaviour. The design has arisen by chance from my leftover spinnaker nylon. I had no idea what kite design to build. Yet, I was influenced by the separate design and after some thinking I put a kite together. After small alterations the kite was flying. The kite is elegant and flies stably in wind strength 2.5 - 4.5 Beaufort. These kites are suitable to stack behind each other and form a train.



Construction and Material Information

The fabric is ripstop nylon, the 2 main spars and the cross spar of the upper sail are 6mm carbon fibre tube that has been joined with 0.6mm ferrules. The upper sail has been fixed at the cross spar with line to the top of the main spar. The 2 main spars are kept in place by one sleeve on the backside of 2 the bottom sails and by (2 x 3) loops on the upper sail. The upper cross spar has been enclosed in a sleeve and at the end has a nock, which ties to loop in cross spar sleeve. This cross spar has a bowline, which is bowed to a distance in the middle of 8 - 10cm.

Additionally, the upper sail is fixed with a line to the top of the main spars. The middle and bottom cross spars use 2.5mm fibreglass enclosed in sleeves. These spars end with a nylon end cap in the sleeve. The base of these sails has been stitched on line. Two sails with the slanting sides need hemming along the slanting sides. At the base of the 2 main spars all the sails are tightly stretched. The tail is +/- 5.30m. long, the pieces are 1cm wide and 20 cm long. The bridle is tied to the 4 points marked on the diagram. The bridle lengths are described on the drawing.

Translated by Rein Terpstra and Ray McCully from an article in *Vlieger* 2006/2 and published in *Whats Up* with the permission of the author *Cees Gosman of Zwanenburg* and the publishers of *Vlieger*.

FANO

THE FOURTH

I know, I know, it's a cliché, but every cloud does indeed have a silver lining. In this case, the cloud was global warming and the silver lining was not having to wear more than four layers of clothing to combat the bitter north wind that's frequently a kiter's curse on the Danish island of Fano – and this is in summer! But that was only for a couple of days this year; for the most part the June weather was warmer than usual.

It was great to be back on the island: my fourth visit and Dalwyne's third.

Great to hire some bikes and pedal around without such obstacles as hills to bother us. I wouldn't mind \$5 for every time we cycled up and down that beach,

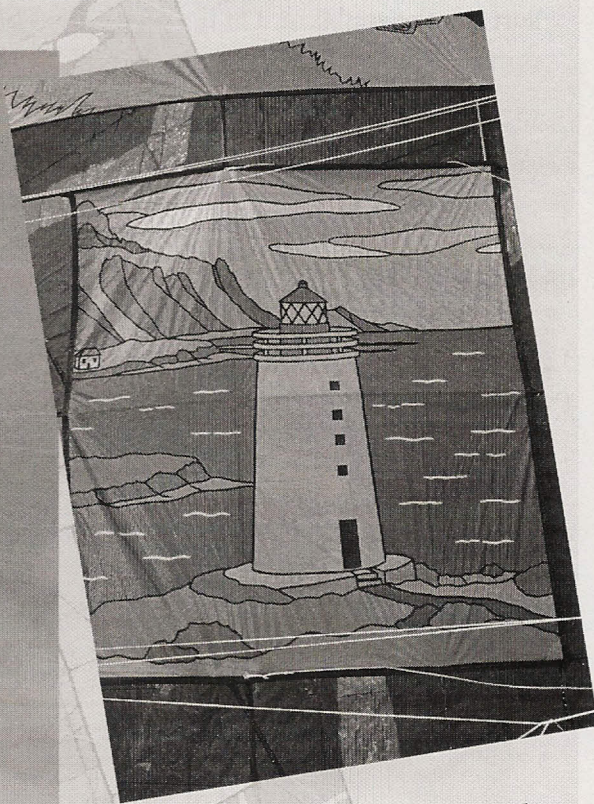
where it seems we've become quite a well-known sight. I guess it's one way to be noticed but maybe I should

be thinking about some more spectacular kites instead!

Winds this year I thought were generally a bit lighter than for the previous three festivals, but maybe that was an impression resulting from having only kites made from cotton and wood (apart from the ripstop and carbon fibre Lamson Aerocurve). However, there were enough good-

wind days to fly the heavier kites for as long as I wanted to. (If you had the stamina, you could fly in daylight from around 3.30am to 10.30pm, but my flying hours were a little shorter than that.)

One of the highlights for me this year was having my replica Roloplan 240/3 "blessed by the Pope". The kite was flying beautifully, on its first international outing, when 85-year-old Werner

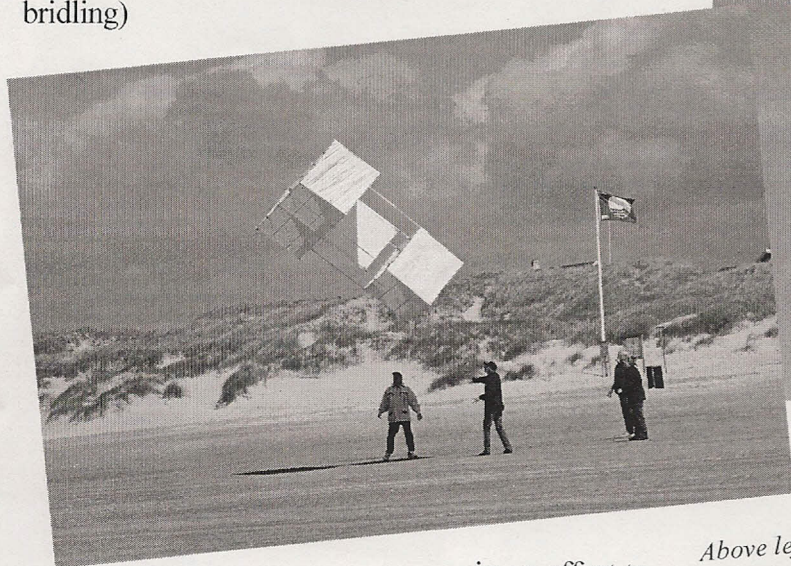


Left: Christian Harms' Iceland kite and (above) a detail from it.

Ahlgrim strolled over to compliment me on it. He was very pleased to hear it had been made from one of his plans. Werner has been making kites for around 60 years, and is acknowledged as being the top maker of Roloplan replicas, the "Roloplan Pope".

Having struggled a bit to get my Roloplane to fly properly, this was very gratifying. But, the battle continues! On our second evening on the island, we took Dalwyne's little 90/2 Roloplan down to the beach, where it flew well. On its next outing, in a similar breeze, it was quite unstable, and even a serious effort by German Roloplan expert Wolfram Wannrich couldn't sort out the problem. On the plus side, I had the opposite of this happen with my replica 180cm Steiff Quadroplan.

One morning I had, at different times, five historic kite enthusiasts working (including re-bridling)



in an effort to stabilise it. Nothing seemed to work, and it continued to rock from side to side, so into the bag it went to be dealt with back in Enzed. Six days later I decided to give it another try, and, lo and behold, it flew beautifully straight out of the bag! As they say in the US of A, go figure . . .

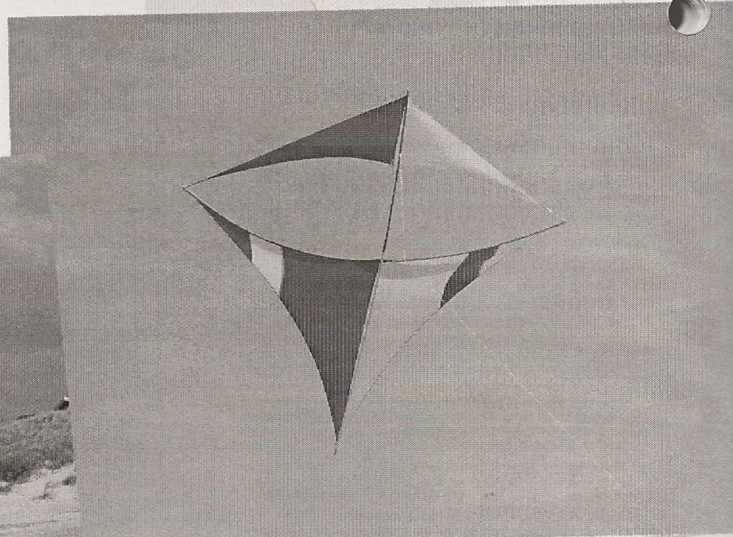
We spent an interesting hour on the beach one day with Ralf Beutnagel, an expert kite aerial photographer, watching a 360deg panorama of the beach and dunes unfold on his video monitor.

(See www.dopero.de)



Left: Holm Struck with an Eddy replica he made for the World Kite Museum in Long Beach, Washington

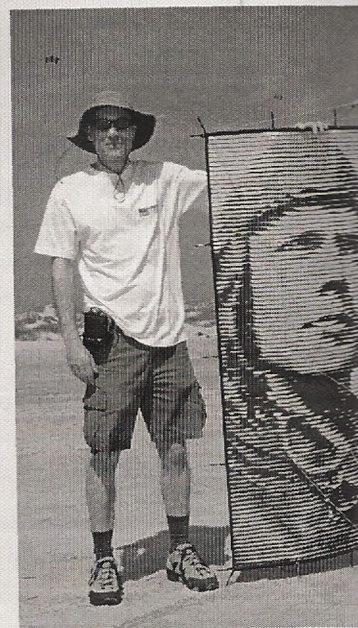
Above: Richard Wotton and Paul Chapman discuss the new limited edition Roloplan 150/2.

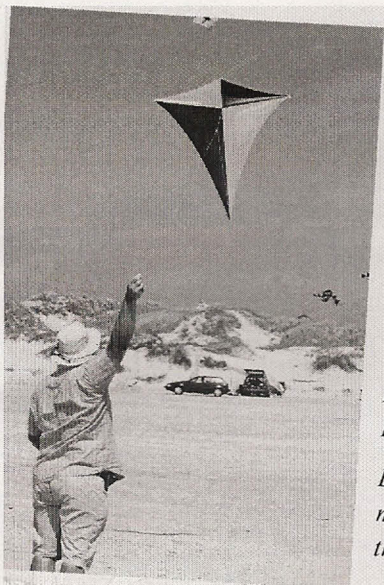


Above left: A full-size replica Sauls barrage kite takes off.

Above: Ralf Beutnagel's Platz Glider kite, a design from around 1920

Right: Marc Duguay with his Charles Lindbergh Edo.





Left: Frank Schulz with Steiff Rhomboid replica.

Below right: Richard Wotton making some adjustments to the Quadroplan

It was fascinating to see a miniature extended-wing Cody, made by English Cody specialist Paul Chapman. Made from Icarex, carbon fibre and split bamboo, this little beauty has a wingspan of about 40cm. While it performs well outdoors in a very light breeze, Paul says it really shines as an indoor flier.

For Dalwyne and me, the two stand-out kites of the festival were a small Edo by Marc Duguay, of Canada, and a 4m-high asymmetrical Edo-style kite by German flier Christian Harms. Marc's kite featured a portrait of Charles Lindbergh, and Christian's a pictorial record of a 2005 visit to Iceland with his wife, Petra.



Above: Netherland flier Jan Kits with his compound Cody replica



Both kites are masterpieces of appliqué and attracted a lot of attention.

As always, the sky was a riot of colour, and the variety of kites simply amazing. Yet again, it was a wonderful experience to be a part of this annual gathering of kite enthusiasts, to meet old friends and new, and to fly on what surely must be the greatest kite field in the world.

For more photos of the event, take a look at these websites:

www.dietrich.dk, www.napraavnik.com;
www.drachen-ueber-eimsbuettel.de;
www.drachenfliegerinnung.de

Richard Wotton

All Photos by the author



Below: Dalwyne Wotton and Ralf Beutnagel engrossed in the aerial view on the video monitor.

Chateau 2006

We headed up to the Chateau on the Saturday. Driving up was not the best as the wind was blowing a bit more than we would have liked. We got there early in the afternoon to be able to set up for dinner. We had done a lot more preparation beforehand this year so the cooking was easier. But back to the wind. It was a little much so we did not fly much that afternoon.

We had seen a small amount of smoke on the way up and later in the afternoon they closed the road, as a scrub fire was threatening a petrol station. So some of our members were not able to get through, some waited, and some decided that the road would never be opened so they took off for Turangi and a small side trip to see the country side.

Dinner was prepared and served as people finally arrived. Then at about 8 o'clock the wind had died

down nicely and we all went to the golf course for a small impromptu fly. That was actually really nice. Then we went back to the lodge to continue with desert. During the afternoon and evening along with the cooking, drinking and general chit chat a number of jig saw puzzles (with kite related themes) were completed.

Sunday dawned and we all hit the golf course. Again the wind was a little more than was needed, so not as much was flown as on a good day, as people were not tending to stake too many kites out. To make everything easy for us we all stayed on another night at the lodge to enjoy the food, company and merry making.

Peter Whitehead

Nelson 2006

I arrived late on the Friday night to be greeted at the air-port by my wife. She had brought the car over earlier in the week, so as usual we were over loaded with kites. That's what it is all about when it comes down to it, trying to find just the one for the wind we are faced with.

Saturday morning dawned clear and bright (as it usually does in Nelson). We took off to the market and were found by most of the other kitefliers attending the festival. So we took off to the grounds to try out the flying. There was a lot of buggy activity on the Saturday so for a start we all camped down on the field nearest Founders Park. Soon a lot of us decided that sitting behind the trees was not a sensible thing to do so we took off for the other end of the field and put up lines of kites there. This was better flying but Peter Lynn managed to cut two of his own pilots down (I may be wrong as to who cut them down at this point) and they had to chase these kites for a long distance across town. I understand both were retrieved safe and sound. After the delicious bar-b-

que on the field one of our well known members tested some night flying equipment. The kite with the alien on it looked magnificent. I liked the light effect that appeared to have circles chasing each other around the perimeter. There did seem to be a small issue of balance with these kites as all the extra batteries seemed to have an effect on the flying ability of the kite. I am also unable to supply a photo as my photos are very dark, but I will get a couple posted on the web site for people to view.

The Sunday flying was one of Nelson's great days again. It was good flying. The buggys had been removed from the main field and we filled the sky with lots of kites.

The usual Rokkaku challenge was held. There were probably more NZKA members there this year as quite a few had taken this as their annual vacation and then went on to Brighton and then Ashburton.

Peter Whitehead

Obituary

John Derham

John, a long-time member of NZKA, died on 4 July after an unsuccessful battle with a brain tumour. A browse through my file of *What's up?* reminds me of the many ways in which John & his wife Gladys had enriched the NZ kite flying scene.

He was a regular flyer (almost exclusively of his own constructions) and always ready to undertake work for NZKA, from coordinating Wellington's regular flying days for some years, to working in the team organising National festivals. After his retirement he was frequently available to help schools with kite projects.

As a kite maker John had his own personal style. He was always ready to undertake sizeable projects, as for example the stack of fifty spinsocks that was such a feature of the 1987 Festival. He had been a plumber before he retired, a trade which wouldn't seem to bring much to kite flying, but in fact he put his skill to use by making sheet metal templates when doing lots of repetitive cutting-out. He didn't see much need for ripstop and such expensive materials, and would make eye-catching constructions from parka nylon, including inflatables such as his pink elephant, Madonna, and dog.

Quite early on, John caught on to the virtues of the Flow Form as a much more forgiving

alternative to parafoils, and independently worked out the way to scale up and down, ending up with a big, reliable lifter, and half-size foils (also reliable) that grandchildren could fly easily.

He had a nice way with good-sized deltas, and won the Travel Award in 1997 with his *Night Sky* in rich black and purple with white stars scattered over the kite and streamer tail – inspired by a tour round Parliament. When writing up the kite for *What's up?* he gave due credit to Gladys for sewing while he cut out, and we had long since understood that these constructions were a partnership effort.

The rarest delta he ever made, however, was the one he took to Bondi to present to AKS – made of sheet lead! It was a fitting successor to the adjustable dog carrier he made me take over there some years earlier, and the Aussie chain saw (hacksaw frame plus chain) that was won by an Australian at the auction at Ashburton. These all exemplified John's quirky sense of humour which also showed up in the graphics on some of his kites.

John will be sorely missed on the kite flying scene.

David Bowie

From the committee:

Due to difficulties in getting articles with our smaller membership we are going to 3 issues (July November March) per year starting with this issue of *Whats Up*.

As a changeover step, there will be a notice emailed or posted in September advising of any events confirmed for September through to December. Except for the Chateau Dec 30, 31 & Jan 1 there are none confirmed at time of publication. There are plenty of proposals floating about. Please advise the secretary by Aug 31 of any confirmed events.

Articles for November issue to editor by October 20th please."



Visit us on the web at: www.nzka.org.nz

Regional lines

News from the regions

Waikato News

The Hyundai Kite surfing nationals were very disappointing due to very poor conditions. There was rain and the short periods of poor wind blew off shore. I have flown on the site for many years and when it is on form it is as good as anywhere. Its a shame really as the event looked very well organised and there were riders from all over NZ. One NZKA member I spoke to seemed to think

that was funny. I suppose they are just jealous that Kitesurfing is on the way up and single lining is on the way down.

We attended the Big kids kite day at Bastion point in Auckland. A fantastic day with near perfect conditions and a brilliant selection of single line and stunt kites sharing the air.

Christchurch

So, you want to know what's been happening in Canterbury. It's mostly been muddy and cold, but recently very muddy and very cold. The kite day in May was quite well attended and we all got muddy from the knees down, the dogs got muddy all over, the kites got muddy and too wet to fly and the lines changed colour to a dirty brown – lovely. For this weekend's kite day Hanson Park is like a bog and I'm hoping people won't turn up because it is really cold and really muddy.

So, spare a thought for those who haven't been able to get out of their driveways because the snow was too deep, have had power out for days at a time (not just long enough for the latte to get cold) and who, when they actually get to work, can't get

the buildings warm enough for our fingers to work properly.

If you want photos, do what we do and curl up by the fire looking through our albums and dreaming of summer kite festivals! Maybe for the next issue I'll have some news about kites that doesn't involve mud, snow, sleet or hail – but not this week.

Having said all that, today I was at a school and just as we were going out to test fly our kites, the sun came out and we had 15 minutes of sunshine – before it rained again. Ah well!

Onwards and upwards ...

Julie

Herzberg 2005... **References:** (Continued from page 10)

Books:

Drachen mit Grechichte, Historische Modelle zum Selberbauen, by Werner Schmidt and Walter Diem ...und sie fliegen heute noch, Geschichte, und Geschichten um den Drachen, gesammelt von Hans Snoek
Der Wettermann, Leben und Werk Richard Assman, by Hans Steinhagen
KITES – an Historical Survey, by Clive Hart

Journals:

The Drachen Foundation Journal, Issue 7, page 24 and 25: *People Living in Glass Houses Should Fly Kites, Historical Kite Weekend at Haltern, Germany*, by Ali Fujino and Scott Skinner

Websites:

<http://www.drachen.org>
<http://kitehistory.com>
http://www.kites.org/tmr/Lindenberg_eng.htm

Authors Note:

At the web site http://www.kites.org/tmr/Lindenberg_eng.htm there are some wonderful photos of the condition they found the Wind/Winch house in nearly a decade ago before it was restored.

One Year Today

Hi there; greetings from Cornwall.

Today, April 27th we have clocked up a year in England!! WOW where did it go I can hear you say... I'm not sure where it went but its time to make the next move before another year goes by. We have been wintering over in Truro, Cornwall. I have been working for Lemon Frog (don't ask) as a business advisor with hotels and large manufacturing companies for clients... I have been developing training material, systems and delivery methods for a business development programme and have learnt a lot but feel that I have taught a lot as well, the Kiwi Attitude goes a long way and its something that I have been able to use to get ahead and help my clients in the businesses I have been working with.

I did wonder what someone from NZ might have to offer businesses in England but as it turns out quite a lot, New Zealand maybe on the far side of the world but in some ways I think the country is streets ahead, especially in support and training for small business ... (and a whole lot of other things too !!!)

Its been an interesting winter, some say its been mild and dryer than a normal Cornish winter but then we have had snow more than a few times and on 25th November I had to abandon the taxi 15 miles from home as the roads had 8 inches of snow on them... see how I have slipped back into miles and inches ... time to go I think... We have been very warm in our apartment, we both think central heating is wonderful and wish we could have it in our house in Stokes Valley ... The apartment has a balcony that looks out over the city and the cathedral and we can see the world going by, well those in the world who come to Cornwall. Every Tuesday evening the bell ringers practice and they play for real on Sunday mornings, all very lovely...

After three months in London, Cornwall was very welcoming, the people friendly and the place more

open and less congested than the big city. And everywhere we go we see cabbage trees, real New Zealand cabbage trees... they looked amazing with a few inches of snow on. Here they call them Cornish Palms and in the 50's they were imported into England but Cornwall is the only place they can survive the winter. In the autumn papers there were stories about giant New Zealand stick insects that came over in the imported plants in the 50's and how each year people find them in their houses and gardens ..

The main disadvantage being down here is its about 4 and a half hours from London, and while we don't think its too far to go for a weekend as far as our friends "up country" are concerned we might as well be in New Zealand !!! We have found New Zealand is mentioned just about every day in either the papers or other media and people in the TV programmes are always off to NZ !! lots of reminders of home. I have not really studied to compare with other countries but it does seem like NZ is there more than other countries...

Yvonne found a shared art studio space in the city centre and has been busy not only painting but her presence there has inspired the other artists to have some open days and promote the studio and even as we leave they are planning more open days. Yvonne has sold some of her paintings and so will leave something of herself as we plan to move away.

The plan for the European summer is still a bit loose but as it stands I finish with Lemon Frog on 25th May and Zak lands at Heathrow the following day. He has been threatening to come since last September !!!! We'll pick him up and bring him back to Cornwall for a week, take him to the Eden Project and a few other must see places in this part of England before we pack up and hit the Road. We have a few relatives and friends still to catch up with in the next few months so we'll be tripping about England a bit in the taxi and then

News Lines

we will be heading over the channel to drive down through France, Portugal and then to Spain. We have booked a week in Salamanca, Spain to teach English for a week in exchange for bed and board. Well perhaps teach is a strong word but this language company has a number of locations in Spain where they take Spanish clients learning English and our English all day, the website is www.vaughanvillage.com if you fancy a week fully catered in Spain ...

We plan to be home, in Wellington sometime in October, arriving by way of America, or Canada, or... well... who knows, its too far in the future to be able to plan where we'll be. Then I suppose we will have to earn some money and settle down for a while ... but maybe not for long... I think we like this roaming around feeling and our kids have all mentioned coming to be on this side of the world - Zak's talking about doing a jewellery apprenticeship here which could be 4 years - so I think we'll look at ways we can travel back and forth a bit. Job offers, free accommodation by return e-mail please.

So ... I hope you are well and that your year has been a good one. If you have the time to let us know it would be nice to hear from you.... We will e-mail again somewhere from the road ... sounds good eh ! and look forward to catching up when we get home

... Cheers Des & Yvonne

Long Fin Banner Fish

Heniochus acuminatus, is it's scientific name. But don't let that fool you. It's a little beauty and at 1.75 cm tall this one is specially developed for you to make in your own studio or work space.

I have received a lot of requests for the plans of my "Fish in Line" so I made a decision to accommodate those wanting to make one of these pieces.

To find out more go to:

Robert van Weers
www.softkites.com
Phone 03 578 6484

Trade Directory

Below is a key list of what kite retailers around the country are offering.

Key: SI-single line, DI-dual line, C-custom made kites, Bu- buggies, F-fabric, Ka-kite making accessories, Re-repairs, Kw-kite making workshops, D-demonstrations, Bm-books and magazines, W-wind related articles, G-gift items, O-other recreational items, Mo- mail order catalogue, Kk-kite kits, Ex-exhibitions, RI-reference library.

Kiteworks

111 Symonds St, Auckland.

Phone/Fax (09) 358 0991

Services offered: SI, DI, C, Bu, F, Ka Re, W.

A Kiwi Kite

1a Sunshine Rise, Raglan.

Phone (07) 825 7290.

Services offered: SI, DI, C, Bu, Re, Kw, D, Ex, RI.

Raven Kites

1 Victoria Avenue, Wanganui.

Phone 06 348 5805, fax 348 5806.

Services offered: SI, DI, Bu, C, power kites.

Rainbow Flight Kites

Rainbow Flight Kites

19 North Rd.,

Nelson Phone/Fax (03) 548-8707

email: info@kitesrainbowflight.co.nz website:

www.kitesrainbowflight.co.nz

Please note that we may have closed our shop in town, but we are still trading from home, still offering most services:

SI, DI, C, Bu, F, Ka, Re, Kw, D, W, O, Kk, Ex.

Skylines & Bylines

2 Opawa Road - corner of Opawa, Wilsons and Shakespeare Roads

P.O. Box 2194, Christchurch.

Phone (03) 365 3907,

Fax (03) 337 2669,

mobile (027) 431 7716.

E-mail: julie@kites.co.nz

Services offered: SI, DI, C, F, Ka, Re, Bm, W, G, O, Mo, Kk, Ex, RI.



Directory

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Auckland (every Saturday)
Bastion Point Contact: Perrin at
Kiteworks Phone: 09 358 0991
kiteworks@xtra.co.nz

Bay of Plenty (3rd Sunday)
Fergusson Park, Tauranga
Contact: Ray McCully
Phone: 07 348 3828
mccullyr@xtra.co.nz

Christchurch (Last Sunday)
Hansen's Park, Opawa
Contact: Julie Adam
Phone: 03 365 3907
julie@kites.co.nz

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Anderson Park, Green Meadows
Contact: Sharon Russell
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Contact: Ted Howard
Phone: 03 548 8707
kitesfun@ihug.co.nz

Palmerston North (3rd Sunday)
Ongley Park
Contact: Alan and Judi Main
Phone: 06 353 1953

Clarks Beach (1st Sunday)
Stevenson Road Park
Contact: Jim Ayers
Phone: 09 232 0251

Wanganui (every Sunday)
Springvale Park
Contact: Richard Wotton
Phone: 06 343 2770
rwotton@xtra.co.nz

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Ngatitao Domain Contact:
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Phone: 04 476 7227
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Andalo Bear Escapes

Italian Alps, 17 June '06.

It might be better for me if I didn't talk about this, it was a bad mistake- but on the other hand, maybe I can slip in a bit of positive spin with this version.

Anyway, the basics are that a train of kites I was flying; 8m Pilot, maxi Ray, maxi Trilobite and maxi Penguin, made a 5km run for it through the forest canopy over to the next valley before being re-captured.

The wind was strong- up to 60km/hr in gusts I believe (couldn't hold onto an 8m Pilot by myself at times), but surprisingly steady for an inland alpine location.

I'd tied the train off to the foundation of a re-locatable 3m x 4m office servicing an adjacent climbing wall by lashing around the 80mm x 80mm foundation timbers that crossed at each corner, and for security, had rigged a 2000kgm Dyneema loop around a substantial fence post by the upwind corner.

How it all let go I'm not sure- an 80mmx 80mm x 4m piece of building went along for the entire trip- pulled out nails and all- but what happened to the tie to the fence post I have no clue- it vanished.

Fortunately I'd just *encouraged* some spectators to move out of the danger area just downwind of the anchor point- no, not a



premonition just s.o.p. when the wind's up- when the kites began to get smaller and smaller, while I stood there open mouthed for a second or so thinking maybe I need glasses.

The Penguin, lowest on the totem, took a liking to the first tree it met and stayed there sans bridles. Then, after demolishing 4 sections of a post and rail fence beside a horse arena (complete with horses- who were very interested by this time), the other kites flew 500m or so across an empty lake before catching in the forest canopy, through which they snagged and dragged for the next few kilometres, powered by the Ray and Pilot that remained flying. Eventually they were bought to earth from the final snag courtesy of Andreas's (No Limits) not inconsiderable tree climbing skills.

I 'm very embarrassed to have had this accident- and apologise for the risks that other kitefliers and the public were exposed to – and especially to Claudio and

Catarina Capelli (the event organisers).

The Pilot and Ray were untouched, the Bear had an easily repairable 1.5m rip below the muzzle, - and were all back up in the air again the same day. The Penguin was rebridled, better than original, and up again the following day.

The Trilobite took the brunt with an ugly 2m dismemberment in the upper head area and completely shredded tails, but was near enough to flyable again by festival end.

Many thanks to all the kitefliers who helped with retrieval and repairs to enable everything to get back in the air as quickly as possible.

And on a brighter note, the mayor was delighted with the regional news coverage Andalo derived from all this – under headlines like “Bear makes a break for the woods”. At the official dinner I was presented with a commemorative plate (with Andalo's bear logo coat of arms) as thanks- and was apparently to have received a bronze casting of a bear instead until Claudio dissuaded the authorities on the grounds that I wouldn't have weight allowance sufficient to bring it home- which this time I did have, damn!

Peter Lynn